

The Chicago Eagle

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The Chicago Eagle, a newspaper for all classes of readers, is devoted to National, State and Local Politics; to the publication of Municipal, State, County and Sanitary District news; to comment on people in public life; to clean baseball and sports; and to the publication of General Information of Public Interest, Financial, Commercial and Political.

SATURDAY, FEBRUARY 9, 1918.

SURFACE LINES GOOD WORK.

The good work of the Surface Lines in Chicago this winter cannot be too highly appreciated. Some growling has been done by people who forgot that the cars on every line were blocked by broken down motors and other vehicles. When one considers that the car tracks were the only clear roadways in the city for a month the wonder is that President Busby's men did as well as they did.

MACHINERY, MACHINISTS AND WAR.

Although it frequently has been said in the last three and a half years that this is a war of machinery, not much has been said about the machinist—the man at the drill press and the lathe. Here in America, the land of machinery, the war is being fought. The man with the hand of cotton waste and the delicately marked steel rule is doing a remarkably effective bit in the national effort to defeat the Prussian military scheme of world domination. The motor he bores, the gears he cuts, the bearings he grinds and the brass and steel he cunningly fits together all mean pressure and relentless pressure on the Kaiser's war machine, and the fact that this country is possessed of many clever artificers and an abundance of metals ought to spell ultimate victory for the nation's cause in the war—world freedom and democracy.

But there is another angle that must be taken into consideration. Unless the Government at Washington is provided with sufficient funds to conduct this war, all the machinery on earth will not bring victory. It lies with the artificer and every other citizen to aid in providing the Government with the necessary money.

Ever since the war started in Europe, and before President Wilson in his now historic message urged Congress to declare war on the Prussian foe of liberty, American machine shops have been running full blast. Machinists have been able, as never before, to work as many hours as they chose and have been well paid for their labor. If thrift and economy are not practiced and the savings turned into the purchase of Government securities—Liberty bonds and thrift certificates—the machinery that's being made never will reach the front, and the metals of which it is made might just as well have been left in the mines.

This must be largely a war of machinery, but it also is a war of dollars—and machinery and dollars must work together. Victory in this war means that American machine shops will continue to be busy for years refitting factories of the world with machinery. Defeat means that German machinists will be busy while American machinists scan the help-wanted columns of the daily papers, or worse, and not at all impossible, work for German masters.

SIX LITTLE GIANTS BOUND FOR PITTSBURGH.

Notwithstanding the below zero weather six Model 17, three and one-half ton Little Giant trucks, equipped with dump bodies, left the Chicago Heights Plant of the Chicago Pneumatic Tool Company, en route for Pittsburgh.

This method of transporting the trucks to Pittsburgh was advisable on account of the railroad congestion, but they are expected to reach Pittsburgh ahead of ordinary freight time, as the practicability of driving trucks overland with their own power has been many times demonstrated.



DIXON C. WILLIAMS

Well Known Manufacturer who is Popular Choice for Congress in the Tenth District.

RICHBERG DENIES AUTHORITY OF STATE COMMISSION

Donald R. Richberg, special attorney for the city in gas litigation matters, made the flat statement that the state public utilities commission is without power to fix gas rates for Chicago. He said this power was vested alone in the city council, and that the act creating the commission did not take away this power.

Mr. Richberg, who made this statement in a communication to Ald. T. J. Lynch, chairman of the city council committee on gas, oil and electric light, declared that gas consumers could rest assured that there was little chance for the Peoples Gas Light and Coke company to override council made rates by appealing to the state commission.

"The gas company asked the state utilities commission to assume the power to regulate gas rates in Chicago," said Mr. Richberg, "although this power has been delegated to the city of Chicago by legislature and laws, which have never been repealed by express language or by necessary implication."

"The Peoples Gas Light and Coke company was granted a charter in 1855, its right to operate in the city was made dependent upon the consent of the city council, and when that charter was amended in 1865 the council was authorized to regulate the prices to be charged for gas. In 1872 in the cities and villages act the city was given further powers to regulate gas rates, and in 1904 the legislature passed an act specifically empowering the city to regulate gas rates. The act creating the commission was passed in 1913, but this did not repeal these previous acts of the legislature."

EAGLETS.

E. J. Kirby, who has many friends in Chicago, is Supervisor of Covert, Michigan. We are in receipt of his annual report which is neatly printed in pamphlet form and distributed among the tax payers of Covert township. The True Northerner of Paw Paw says that this is an annual custom with Mr. Kirby, and a plan that might well be emulated by every supervisor in the county. It enables every citizen of a township to know just what has been done by their supervisor, how much money has been raised and how it has been spent. In passing it should be said that whatever Mr. Kirby has to do in whatever capacity it may be it is always well done. He is a model farmer and stock raiser, a systematic, efficient and successful business man, a careful, painstaking public official, and a good fellow. He aspires to the

legislature, and as yet no opposition has been announced. If he is nominated and elected to this position, judging from his efficiency in other lines, Van Buren county will have a real representative in the legislature.

Real estate valued at \$300,000 has been transferred to the University of Chicago by Frederick H. Rawson, president of the Union Trust company, to provide funds for the construction of the Rawson laboratory for higher medical research on the site of Rush Medical college at Harrison and Wood streets. The property transferred is at the northwest corner of Van Buren and Sherman streets, 75x100 feet, with a two story store and office building.

Mr. Rawson's gift was announced a year ago. It was made in accordance with the wishes of his father, the late S. W. Rawson. The university was offered either the cash or the property and chose the property.

T. L. Burkland of the well known B. & D. Company is one of the most popular men connected with auto's and their accessories. He deserves success on account of his fair and honorable methods.

Gus A. Berkes for many years proprietor of the North Side Turner Hall is now distributor for Pom-Roy, a pure apple wine of the Champagne type. As usual he is making a big success.

The following tables, including State and city taxes, show the cost to Chicago taxpayers under the mayors and governors named:

Year.	Mayor.	City.
1904	Harrison	\$18,669,631.84
1905	Harrison	17,715,751.54
1906	Dunne	18,072,263.47
1907	Dunne	22,726,127.49
1908	Busse	22,666,904.50
1909	Busse	21,428,104.21
1910	Busse	19,410,589.37
1911	Busse	22,458,448.61
1912	Harrison	23,317,677.08
1913	Harrison	22,783,681.42
1914	Harrison	27,474,421.30
1915	Harrison	26,321,547.22
1916	Thompson	27,293,540.13
1917	Thompson	26,159,951.50
1918	Thompson	*23,407,575.00

*Estimated revenue.

State.	Governor.	Population.
\$15,467,316.00	Yates	1,893,219
	Deneen	1,941,541
16,165,648.70	Deneen	1,990,541
	Deneen	2,039,262
20,208,146.23	Deneen	2,087,862
	Deneen	2,136,525
20,330,042.29	Deneen	2,195,551
	Deneen	2,245,404
29,658,175.49	Deneen	2,294,711
	Dunne	2,344,018
37,905,457.93	Dunne	2,397,600
	Dunne	2,447,845
46,349,326.17	Dunne	2,497,722
	Lowden	2,571,941
50,649,870.24	Lowden	

PEOPLE TALKED ABOUT

ITALY'S NEW WAR CHIEF



International Film Service

Lieutenant General Diaz, now head of the general staff of the Italian army, has had a rapid career through all the branches of military activity. He first entered the artillery.

Since August, 1916, he has taken part in all the battles on the Isonzo and Carso, first in the capacity of commander of a division and later as leader of the Twenty-third army corps.

Diaz is a silent and temperate man, a tenacious and untiring worker. He is cool in face of danger. He gave his first orders for blocking the passage of the Austro-German forces on the Piave with the same unflinching determination with which he directed the battle for the conquest of Sola last August. He is invulnerable before defeat and before unexpected joy. He believes his mission similar to that of the legendary pilot who does not flinch before the fiercest obstacles of a tempest. His voice has the same imperative

persuasion that is in his look, so that his men are filled with that sense of blind obedience which, in the crucial moment compels all, even the most timid, to action.

CHIEF CONGESTION SMASHER

When William G. McAdoo took over the railroads for the government as director general the most pressing necessity was to break the jam of freight congestion along the Atlantic seaboard—a tangle of blocked sidings and main lines that stretched back far from the waterfront at every port.

The man picked by Mr. McAdoo as chief congestion smasher for the East, the man who has brought order out of this seemingly—to the layman—hopeless chaos is Alfred H. Smith, president of the New York Central and Hudson River railroad and a past master at handling difficult railroad problems.

Mr. Smith was selected because of his extensive practical railroad experience. He is a finished chief of operations, having worked at every job on the Central lines, from section hand up, and at fifty-three he is one of the youngest and most vigorous of railroad presidents. Mr. Smith inspires by his personality almost as much as by his example. His relations with the men under him who win his confidence have always been close, and it is not unusual to hear some of his old comrades on the road or one of his assistants who come in daily contact with him call him Al, and the friendly diminutive contains a world of respect as well as liking.



Photo by Western Newspaper Union

RECRUITS FOR ORDNANCE DEPARTMENT



HARRIS & ENIG

Mrs. Martha Nelson McCan, field representative of the United States ordnance department.

Sounds rather well, doesn't it? And it marks the advent of a woman into some of the most important work of the war department.

Mrs. McCan has charge of a big campaign for recruiting thousands of civil service employees for the rapidly expanding ordnance department and the publicity work attending thereto. She will try to get all kinds of workers for Uncle Sam, from finger-print experts to plain stenographers. High class technical workers, such as engineers and inspectors of explosives and big guns, will also be procured by her.

In person, the new field representative of the ordnance department is a tall, handsome, well-groomed woman, whose executive ability is apparent in her crisp sentences and clear direct manner of handling questions brought to her attention. Mrs. McCan has had ample experience to fit her for the important job just handed her. She had the distinction of being the first woman civil service commissioner, having been president of the Los Angeles civil service commission for four and a half years.

MAYOR WHO HAD NO HUMOR

John F. Hylan, New York's new mayor, began by exercising a sort of paternal care over his appointees, telling them to say nothing to newspaper reporters, to spend only one hour at luncheon and not to disturb their digestion by smoking fat cigars while riding in city automobiles.

If the new mayor is deficient in humor, as he is currently reported to be, he has a large supply of dignity. In the heat of the campaign, when a platoon of reporters filed in to have a talk with the candidate, one of them remarked: "We will make him human yet." The remark was taken to the candidate; the reporter was identified and Judge Hylan warned the offender not to be seen again at headquarters.

The new mayor has had little previous experience with the public, except as judge of an inferior court in Brooklyn. In the courtroom everyone rises as the judge's arrival is announced. In the city hall there is no heralding of the mayor's approach and the citizens who think they have business in the mayor's office range from millionaires to punshandlers.



Harris & Enig

ALL HIS SONS IN THE WAR



not to go to this war, then I am going to tell you now that I am going to run away. And that boy is in the heavy artillery, in camp."

Perhaps the only chief executive of a state in the Union who can boast of having all his sons in the war is Gov. Richard I. Manning of South Carolina.

At the annual convention of the Brotherhood of St. Andrew recently held in Philadelphia the governor said: "I do not know whether many of you have sons in this war. I have five of them in it. The youngest of them, only eighteen years old, recently came to me and said:

"I know your views about education. I know you feel I ought to stay on at the university and make myself a better equipped man, a more efficient man but I feel that my duty is in the fighting line. I feel that hereafter I will never be able to justify myself or to forgive myself if I fail to do that which I think is my duty. I have never disobeyed you, but I want to say to you frankly that if you tell me I am not to go to this war, then I am going to tell you now that I am going to run away. And that boy is in the heavy artillery, in camp."



WILLIAM H. MALONE

Head of the Illinois Petroleum Products Co., and Member State Board of Equalization.

The Osterrieder Advertising Corporation, a well-known and successful institution, has secured new and commodious quarters for the convenient transaction of its increasing volume of business. The new offices are located in suite 1007-1011 Kimball building, 25 East Jackson boulevard, where old and new clients will receive courteous, prompt and expert attention.

Charles L. Frey, for many years warden of the county institutions at Dunning, and a veteran who is popular with everybody, is meeting with

misplaced, either when the judge was on the Municipal bench or in his present responsible position.

John Z. Vogelsang is the dean of Chicago restaurant men.

The New Roma restaurant at 117 North Clark street, of which I. Pellegrini is the popular manager, grows in favor with the public every day.

Dr. Andrew D. Warde, president of the Fort Dearborn College of Law is one of the best educators in the United

JOHN Z. VOGELSANG
Dean of Chicago Caterers.

great success in selling the F. C. Lindquist "Arthur Donaldson" cigar.

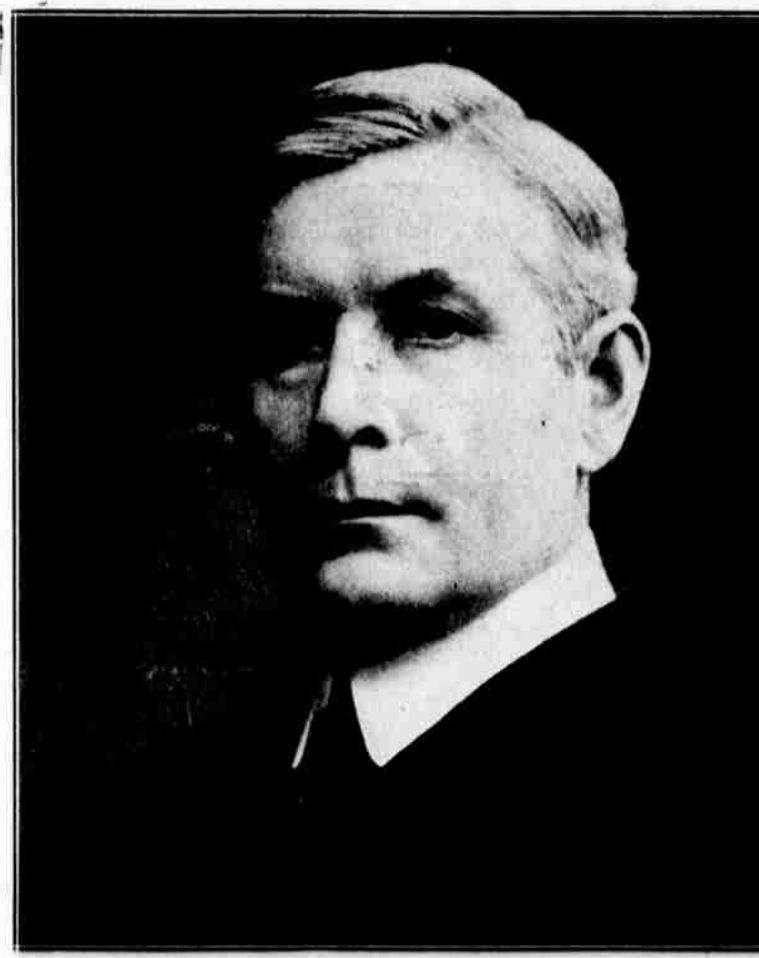
L. C. Whiton of the O. E. Chaney Company, 108 South LaSalle street, stands high with business men, manufacturers and financiers. His square and honest methods have won a place for him in the esteem of the community.

Judge Thomas F. Scully has made a splendid record in the County Court. The people have confidence in him and their confidence has never been

States. His record is full of fine achievements and his college well deserves hearty support. The doctor has just returned from New York, where he went to bid goodby to his son, who is on his way to the battle line at the French front.

John Powers has always served the people well as alderman from the Nineteenth ward.

Sidney Adler, the well known lawyer, is in the front rank of boomers or his native city—Chicago.

JAMES C. McSHANE
Leading Member of the Chicago Bar.